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2. The total annual shipments of petroleum products transported by Reydtanker for the following years in millions of tons are:

1938	8.0	1947	6.0
1941	4.5	1948	6.4
1942	none	1949	5.6
1943	8.5	1950	6.4
1944	4.8	1951	6.8 (Final plan)
1945	4.8	1952	7.0 - 7.2 (Preliminary plan)
1946	5.0 - 5.2		

The 1950 Baku production of petroleum did not fulfill the needs of the Soviet Union. The 1950 figure given above included the shipments of Tuymazy crude carried by Reydtanker. In 1950 Reydtanker carried only shipments of gas oil to Gurev. Of all of the petroleum products carried by Reydtanker about 5% of the total would consist of industrial oils. The 1951 figure was what the final plan for the steamship agency called for. The navigation season permitting, these final plans for Reydtanker are usually surpassed. There is always a greater capability of the steamship company to transport petroleum than there is for the refineries to produce the petroleum products. Consequently there is constant pressure on the oil production trusts for the output of greater amounts of petroleum products. The 1952 total was not a finalized plan but only a preliminary estimate. There was a fairly good possibility of the figure being set at 7.0 millions due to the protests of GlavNefteSbyt officials. Their claim being that even 7.0 million was beyond their capabilities. Of this 7.2 million tons, approximately 800,000 to 1,000,000 tons would be the shipments of Tuymazy crude and another 400,000 to 450,000 tons were to be shipments to Gurev.

3. In the preparation of annual transport plans for the shipment of petroleum products a series of steps are taken which culminate in the finalized totals for the year. Local officials of GlavNefteSbyt and the oil tanker steamship agencies meet and prepare their estimates of what they anticipate they will be able to handle. These estimates are forwarded up through the respective ministries of the officials to

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the Council of Ministers. When the State has determined what the norms shall be the Ministry of the Merchant Fleet and the Ministry of the Petroleum Industry are informed of the basic requirements. The two ministries then make a detailed plan for the benefit of their own agencies. The Chief Directorate of the Oil Tanker Fleet (GlavNefteFlot) MMF, receives a plan outlining their responsibilities as does GlavNefteSbyt. GlavNefteFlot then breaks down this annual total into quarters and months. The quarterly and monthly assignments are then made for the three oil tanker steamship agencies, ie Black Sea Oil Tanker Steamship Agency (Sovtanker), Kasptanker and Reydtanker. These quarterly and monthly assignments specify the amounts of the various grades of petroleum products which they are scheduled to receive. The steamship agencies take these norms which have been established for their particular agency and assign monthly quotas for individual ships. The ship captains receive copies of their monthly plans (grafik) and then also a voyage plan (plan prikaz) for each trip. In a similar manner the various local officials of GlavNefteSbyt receive their requirements.

4. The volume of lamp kerosene shipments transported between 1945 and 1950 remained static and if an increase occurred I was not aware of the change. If there had been such an increase it would be because of an increased demand elsewhere than in the Caspian Sea region. In Astrakhan a person could go into a store and easily buy kerosene, yet 50 kilometers outside of the city this product was scarce. The price of kerosene in Astrakhan was one ruble ten kopeks per liter.
5. The only semi-finished products shipped were semi-crude from Tuymazy and gas oil to Gurev. Of all of the petroleum crude shipped through Astrakhan there was none from Krasnovodsk, although there was a small amount shipped before World War II. There were also some shipments of semi-crude from Baku to Makhaachkala.
6. Aviation and turbine oils received the highest priorities and both were highly prized by operating personnel and used very conservatively. Shipment of oil was usually made by the numbered barges of Reydtanker. In describing Diesel oil the Soviets seldom use disolnoe maslo, but rather frequently use motornie maslo for certain Diesel oils. The shipments of Diesel oil increased about 20% from 1945 to 1950.

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